

UP-TO-DATE  
AND NEWSYR. Edgren's  
COLUMNBaby Speed Demon Only One  
Point Behind Miss Detroit  
for Motor Boat Championship.

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MISS DETROIT was a wonder on the Hudson when she took her life racing auto on a banked track.

Jack Beebe, his smile.

A few small cruisers anchored in the way of the racers and got a bath every time they went past.

IMPRESSON OF MISS DETROIT, AS I SAW HER FROM THE BABY SPEED DEMON II.

DETROIT SYNDICATE ROUTING.

COMMODORE BLACKTON IN "BABY RELIANCE II" AS USUAL GOT THE JUMP ON EVERYBODY AT THE START.

"LITTLE JOKER" TOOK A DIVE IN 9 FEET OF WATER. SOME JOKE!

MANHATTAN BAY.

MANHATTAN BAY proved an ideal racing course, although it might have done better if there had been more deep water. The rush of the swift racing boats and the passing of several steamers kicked up a lot of rough water along the shore places that made the racing boats jump tremendously. It was this that made Little Joker flip over and sink. The Baby Speed Demon, which followed the Joker's example while running over fifty miles an hour in the straightaways, Baby Reliance took some leaps that must have broken the hearts of the spectators. The Baby Speed Demon, which is supposed to be less inclined to jump than the others, bounded headlong over the water, and the leaping demon did to us after that when there was nothing to hold to would make the mauling fender Jack Johnson by Chapman. The Baby Speed Demon, which is supposed to be less inclined to jump than the others, bounded headlong over the water, and the leaping demon did to us after that when there was nothing to hold to would make the mauling fender Jack Johnson by Chapman.

"FRECKLES" MILOT, the Detroit boy who drove Miss Detroit, was nearly helpless in the last lap breathing the gas from the exhausts. But he gamely stuck to his wheel until the race was over. This was his first experience in a real race, although he has trained with Jack Beebe in Algonac, where the boats were built and tuned up for the event.

MISS DETROIT, Baby Speed Demon II, and Baby Reliance V, finishing first, second and third in the first heat, are all boats built by Chris Smith at Algonac. But Jack Beebe is the designer of the latest speed marvel, and was at the controls in the race. The Baby Speed Demon, which is supposed to be less inclined to jump than the others, bounded headlong over the water, and the leaping demon did to us after that when there was nothing to hold to would make the mauling fender Jack Johnson by Chapman.

The second heat of the Gold Challenge Cup Race will be run on Manhattan Bay, starting at 4 o'clock this afternoon, and the final heat Tuesday afternoon at the same hour. As a leading boat may break down in either of these races, the race won't be over and the winner of the Cup decided until the last finish line is crossed.

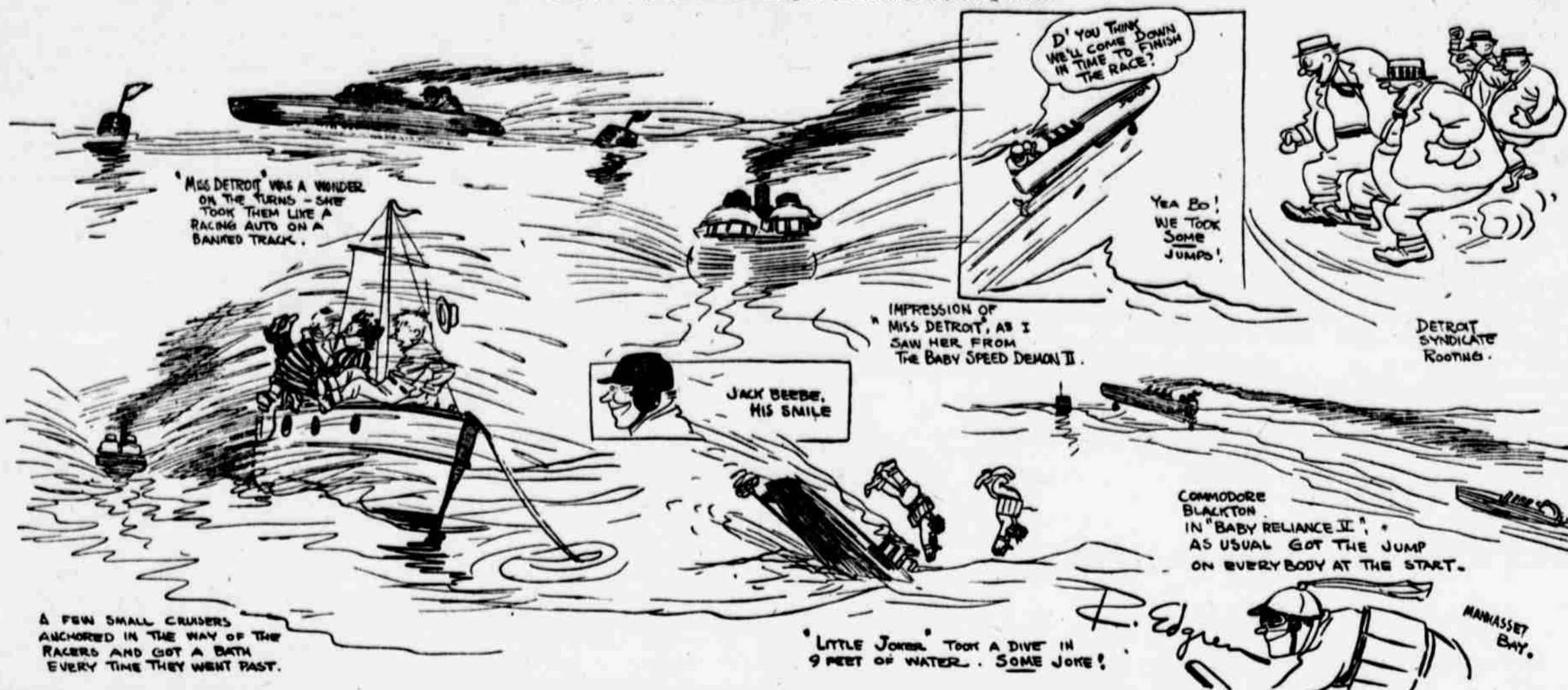
It was something of a triumph for a builder out in a neck of the Michigan to put his boats over 1, 2, 3 in such a race. Against him were the most famous builders and naval architects of the Eastern States. Some of the boats had more than double the power of the leading three. Several, supposed to be the "fastest" in power, speed and general racing excellence, broke down even on the morning of the race, and were unable to start. Others were with drawn because their owners, after spending thousands of dollars on them, found that in the hands of the driver they were not fast enough to have a chance to win, and so withdrew them at the last moment.

An interesting thing about this race is the fact that the United States Government is now looking for a type of speed boat that can carry a small gun and act as a submarine destroyer. A boat that can skip about at fifty miles an hour would be harder to detect than any of the submarines now in use. It would be almost impossible to hit a leaping speed boat with gunfire, and a fleet of fifty-mile boats, scattered around and ready to turn a rapid fire gun on a submarine the instant it showed its periscope above water would be harder to detect than any of the submarines now in use. It would be almost impossible to hit a leaping speed boat with gunfire, and a fleet of fifty-mile boats, scattered around and ready to turn a rapid fire gun on a submarine the instant it showed its periscope above water would be harder to detect than any of the submarines now in use.

## BEST SPORTING PAGE IN NEW YORK

## IMPRESSIONS OF THE GOLD CHALLENGE CUP RACE—FIRST HEAT

Copyright, 1915, by The Press Publishing Co. (The New York Evening World).

Ten-Cent Baseball  
Is Admission of  
Feds' WeaknessTy Cobb Thinks That Reduction of  
Prices Will Destroy What Con-  
fidence the Independents Pos-  
sessed Within the Ranks.

By Ty Cobb  
(World's Champion All-Round Ball Player).

THE Federal League has just come in for a new share of notoriety. It has adopted a diet of 10-cent baseball for its bleacher patrons. Those who have the interests of the great game at heart are somewhat concerned over the movement. Naturally the players are not the least interested. I have been asked by hundreds of fans what I think of this most radical step and I have always replied frankly that I can see no sense in the innovation.

What prompted the Federal League to adopt 10-cent baseball I know not. But it looks to me like the last desperate chance to arouse interest in the league on the part of the public, which has been lacking in steady measure ever since the independent enterprise was first launched. I interpret the movement as an admission on the part of the independents that they are ready to call quits on their claims to major league pretensions. Sporting people are a rule unto themselves. They are wise beyond their generation. You can no more cram down their throats the logic that a legitimate show can be produced at movie prices than you could make them take stock in the pretensions of a big league ball at prices lower than any that ever prevailed in the lowest "sticks."

Already the Federal League has destroyed the confidence of those players who first hailed it as a savior by turning out to be not the great champion of right and justice that it claimed to be. The alleged ill of organized baseball in dealings with players have been too prevalent in the acts of independent promoters to have found methods for unconditional release and for salary cutting. Players with the opposition have been very bitter in their complaints, especially within the past two or three months. They confess, however, that they are powerless. They have no redress, for they are beyond the pale.

In New York a short time ago I ran across an old teammate of Detroit's pennant winning days who is now in the Gilmore circuit. We fell to talking the proposed raid on the major leagues that Gilmore had predicted. "You tell the young fellows, Ty," this player said to me, "to stick to the legitimate. It's all right for a has-been to take a chance if his money is assured. But the further this fight goes the worse it will be for the player in the long run. I am convinced that the Federal League can never gain major recognition. Public interest is not there. The National and American Leagues have the upper hand in the world's series. A three cornered world's series would be decidedly unsatisfactory, even if there were a demand for a third major league, which there is not."

"I had faith at first in the Federal League because I thought there was room for it. Now I am convinced there is no room. There is not a city in the land big enough for three teams. Conflict is deadly. Our enter prize has been the sufferer because our championship has no significance as compared to that of our rivals. No world's series rewards our labors or advertises our league. Playing to empty stands is no spur to enthusiasm."

"Until this year I thought the Federal League might promote public interest. But the attendance has fallen off from a year ago. I hear that Harry Sinclair is advocating 10-cent ball for the bleachers. If such a plan is adopted it will prove a boom-crang, for that would be an admission of weakness."

There is likely to be no lack of interest in the finish of the American

# STANDING OF THE CLUBS.

NATIONAL LEAGUE.	W.	L.	P.	P.	AMERICAN LEAGUE.	W.	L.	P.	P.
Club.					Club.				
Philadelphia	55	45	100	100	Cleveland	54	46	100	100
Boston	51	49	100	100	St. Louis	53	47	100	100
Chicago	48	52	100	100	New York	52	48	100	100
Pittsburgh	47	53	100	100	Baltimore	51	49	100	100
Cincinnati	46	54	100	100	Washington	50	50	100	100
St. Louis	45	55	100	100	Philadelphia	49	51	100	100
Brooklyn	44	56	100	100	St. Louis	48	52	100	100
San Francisco	43	57	100	100	Chicago	47	53	100	100
St. Louis	42	58	100	100	Pittsburgh	46	54	100	100
Chicago	41	59	100	100	Cincinnati	45	55	100	100
Philadelphia	40	60	100	100	St. Louis	44	56	100	100
Brooklyn	39	61	100	100	Washington	43	57	100	100
San Francisco	38	62	100	100	Philadelphia	42	58	100	100
St. Louis	37	63	100	100	St. Louis	41	59	100	100
Chicago	36	64	100	100	Chicago	40	60	100	100
Philadelphia	35	65	100	100	Pittsburgh	39	61	100	100
Brooklyn	34	66	100	100	Cincinnati	38	62	100	100
San Francisco	33	67	100	100	St. Louis	37	63	100	100
St. Louis	32	68	100	100	Washington	36	64	100	100
Chicago	31	69	100	100	Philadelphia	35	65	100	100
Philadelphia	30	70	100	100	St. Louis	34	66	100	100
Brooklyn	29	71	100	100	Chicago	33	67	100	100
San Francisco	28	72	100	100	Pittsburgh	32	68	100	100
St. Louis	27	73	100	100	Cincinnati	31	69	100	100
Chicago	26	74	100	100	St. Louis	30	70	100	100
Philadelphia	25	75	100	100	Washington	29	71	100	100
Brooklyn	24	76	100	100	Philadelphia	28	72	100	100
San Francisco	23	77	100	100	St. Louis	27	73	100	100
St. Louis	22	78	100	100	Chicago	26	74	100	100
Chicago	21	79	100	100	Pittsburgh	25	75	100	100
Philadelphia	20	80	100	100	Cincinnati	24	76	100	100
Brooklyn	19	81	100	100	St. Louis	23	77	100	100
San Francisco	18	82	100	100	Washington	22	78	100	100
St. Louis	17	83	100	100	Philadelphia	21	79	100	100
Chicago	16	84	100	100	St. Louis	20	80	100	100
Philadelphia	15	85	100	100	Chicago	19	81	100	100
Brooklyn	14	86	100	100	Pittsburgh	18	82	100	100
San Francisco	13	87	100	100	Cincinnati	17	83	100	100
St. Louis	12	88	100	100	St. Louis	16	84	100	100
Chicago	11	89	100	100	Washington	15	85	100	100
Philadelphia	10	90	100	100	Philadelphia	14	86	100	100
Brooklyn	9	91	100	100	St. Louis	13	87	100	100
San Francisco	8	92	100	100	Chicago	12	88	100	100
St. Louis	7	93	100	100	Pittsburgh	11	89	100	100
Chicago	6	94	100	100	Cincinnati	10	90	100	100
Philadelphia	5	95	100	100	St. Louis	9	91	100	100
Brooklyn	4	96	100	100	Washington	8	92	100	100
San Francisco	3	97	100	100	Philadelphia	7	93	100	100
St. Louis	2	98	100	100	St. Louis	6	94	100	100
Chicago	1	99	100	100	Chicago	5	95	100	100
Philadelphia	0	100	100	100	Pittsburgh	4	96	100	100
Brooklyn	0	100	100	100	Cincinnati	3	97	100	100
San Francisco	0	100	100	100	St. Louis	2	98	100	100
St. Louis	0	100	100	100	Washington	1	99	100	100
Chicago	0	100	100	100	Philadelphia	0	100	100	100
Philadelphia	0	100	100	100	St. Louis	0	100	100	100
Brooklyn	0	100	100	100	Chicago	0	100	100	100
San Francisco	0	100	100	100	Pittsburgh	0	100	100	100
St. Louis	0	100	100	100	Cincinnati	0	100	100	100
Chicago	0	100	100	100	St. Louis	0	100	100	100
Philadelphia	0	100	100	100	Washington	0	100	100	100
Brooklyn	0	100	100	100	Philadelphia	0	100	100	100
San Francisco	0	100	100	100	St. Louis	0	100	100	100
St. Louis	0	100	100	100	Chicago	0	100	100	100
Chicago	0	100	100	100	Pittsburgh	0	100	100	100
Philadelphia	0	100	100	100	Cincinnati	0	100	100	100
Brooklyn	0	100	100	100	St. Louis	0	100	100	100
San Francisco	0	100	100	100	Washington	0	100	100	100
St. Louis	0	100	100	100	Philadelphia	0	100	100	100
Chicago	0	100	100	100	St. Louis	0	100	100	100
Philadelphia	0	100	100	100	Chicago	0	100	100	100
Brooklyn	0	100	100	100	Pittsburgh	0	100	100	100
San Francisco	0	100	100	100	Cincinnati	0	100	100	100
St. Louis	0	100	100	100	St. Louis	0	100	100	100
Chicago	0	100	100	100	Washington	0	100	100	100
Philadelphia	0	100	100	100	Philadelphia	0	100	100	100
Brooklyn	0	100	100	100	St. Louis	0	100	100	100
San Francisco	0	100	100	100	Chicago	0	100	100	100
St. Louis	0	100	100	100	Pittsburgh	0	100	100	100
Chicago	0	100	100	100	Cincinnati	0	100	100	100
Philadelphia	0	100	100	100	St. Louis	0	100	100	100
Brooklyn	0	100	100	100	Washington	0	100	100	100
San Francisco	0	100	100	100	Philadelphia	0	100	100	100
St. Louis	0	100	100	100	St. Louis	0	100	100	100
Chicago	0	100	100	100	Chicago	0	100	100	100
Philadelphia	0	100	100	100	Pittsburgh	0	100	100	100
Brooklyn	0	100	100	100	Cincinnati	0	100	100	100
San Francisco	0	100	100	100	St. Louis	0	100	100	100
St. Louis	0	100	100	100	Washington	0	100	100	100
Chicago	0	100	100	100	Philadelphia	0	100	100	100
Philadelphia	0	100	100	100	St. Louis	0	100	100	100
Brooklyn	0	100	100	100	Chicago	0	100	100	100
San Francisco	0	100	100	100	Pittsburgh	0	100	100	100
St. Louis	0	100	100	100	Cincinnati	0	100	100	100
Chicago	0	100	100	100	St. Louis	0	100	100	100
Philadelphia	0	100	100	100	Washington	0	100	100	100
Brooklyn	0	100	100	100	Philadelphia	0	100	100	100
San Francisco	0	100	100	100	St. Louis	0	100	100	100
St. Louis	0	100	100	100	Chicago	0	100	100	100
Chicago	0	100	100	100	Pittsburgh	0	100	100	100
Philadelphia	0	100	100	100	Cincinnati	0	100	100	100
Brooklyn	0	100	100	100	St. Louis	0	100	100	100
San Francisco	0	100	100	100	Washington	0	100	100	100
St. Louis	0	100	100	100	Philadelphia	0	100	100	100
Chicago	0	100	100	100	St. Louis	0	100	100	100
Philadelphia	0	100	100	100	Chicago	0	100	100	100
Brooklyn	0	100	100	100	Pittsburgh	0	100	100	100
San Francisco	0	100	100	100	Cincinnati	0	100	100	100
St. Louis	0	100	100	100	St. Louis	0	100	100	100
Chicago	0	100	100	100	Washington	0	100	100	100
Philadelphia	0	100	100	100	Philadelphia	0	100	100	100
Brooklyn	0	100	100	100	St. Louis	0	100	100	100
San Francisco	0	100	100	100	Chicago	0	100	100	100
St. Louis	0	100	100	100	Pittsburgh	0	100	100	100
Chicago	0	100	100	100	Cincinnati	0	100	100	100
Philadelphia	0	100	100	100	St. Louis	0	100	100	100
Brooklyn	0	100	100	100	Washington	0	100	100	100
San Francisco	0	100	100	100	Philadelphia	0	100	100	100
St. Louis	0	100	100	100	St. Louis	0	100	100	100
Chicago	0	100	100	100	Chicago	0	100	100	100
Philadelphia	0	100	100	100	Pittsburgh	0	100	100	100
Brooklyn	0	100	100	100	Cincinnati	0	100	100	100
San Francisco	0	100	100	100	St. Louis	0	100	100	100
St. Louis	0	100	100	100	Washington	0	100	100	100
Chicago	0	100	100	100	Philadelphia	0	100	100	100
Philadelphia	0	100	100	100	St. Louis	0	100	100	100
Brooklyn	0	100	100	100	Chicago	0	100	100	100
San Francisco	0	100	100	100	Pittsburgh	0	100	100	100
St. Louis	0	100	100	100	Cincinnati	0	100	100	100
Chicago	0	100	100	100	St. Louis	0	100	100	100
Philadelphia	0	100	100	100	Washington	0	100	100	100
Brooklyn	0	100	100	100	Philadelphia	0	100	100	100
San Francisco	0	100	100	100	St. Louis	0	100	100	100
St. Louis	0	100	100	100	Chicago	0	100	100	100
Chicago	0	100	100	100	Pittsburgh	0	100	100	100
Philadelphia	0	100	100	100	Cincinnati	0	100	100	100
Brooklyn	0	100	100	100	St. Louis	0	100	100	100
San Francisco	0	100	100	100	Washington	0	100	100	100
St. Louis	0	100	100	100	Philadelphia	0	100	100	100
Chicago	0	100	100	100	St. Louis	0	100	100	100
Philadelphia	0	100	100	100	Chicago	0	100	100	100
Brooklyn	0	100	100	100	Pittsburgh	0	100	100	100
San Francisco	0	100	100	100	Cincinnati	0	100	100	100
St. Louis	0	100	100	100	St. Louis	0	100	100	100
Chicago	0	100	100	100	Washington	0	100	100	100
Philadelphia	0	100	100	100	Philadelphia	0	100	100	100
Brooklyn	0	100	100	100	St. Louis	0	100	100	100
San Francisco	0	100	100	100	Chicago	0	100	100	100
St. Louis	0	100	100	100	Pittsburgh	0	100	100	100
Chicago	0	100	100	100	Cincinnati	0	100	100	100
Philadelphia	0	100	100	100	St. Louis	0	100	100	100
Brooklyn	0	100	100	100	Washington	0	100	100	